



NOMAD

March 3, 2006 • Vol. 11, Issue No. 5 • 33d Fighter Wing, Eglin AFB, Fla.

Wing welcomes 2006 honorary commanders

Story and photo by 1st Lt. David Tomiyama
33d Fighter Wing Public Affairs

The 33d Fighter Wing welcomed nine new honorary commanders to a yearlong experience as a Nomad in a change-of-command ceremony at the Eglin Officer's Club, Feb. 21.

The 33d FW Honorary Commander Program is designed to increase the understanding of wing and Air Force missions. The program pairs community leaders with wing leaders to forge relationships and uses creative, unique activities to immerse honorary commanders in the wing. The alumni association and the program was recognized by Air Combat Command in 2005 as a "best practice."

The wing welcomed Jim Vest, Mid-Bay Bridge Executive Director; Jayson Jay-Peterson, WZNS Z-96 disc jockey; Marc Steinman, Big Apple Bagels Owner, Sandra Sims, Gulf Power District Manager; Debbie Bodenshtein, Okaloosa County Economic Development Council Membership Manager; Martha Miller, Vanguard Bank Senior Group Executive Officer; Laura Hussey, 105.5 WYZB Morning Show Co-host; Mark Spalding, Tumulo Enterprises General



Laura Hussey (left), 60th Fighter Squadron honorary commander, receives an F-15 pin from Lt. Col. Andrew Toth (right), 60th FS commander, at the honorary commander change-of-command, Feb. 21.

Manager of Operations and Shelley Normand, Crystal Bay Senior Living Executive Director.

"I've been to two events already—the annual awards and the change-of-command—and I'm really impressed," Mr. Vest said. "I look forward to the year learning the operations of the 33d and becoming more familiar with how it operates. I'm really thrilled to be a part of the wing."

The 2005 honorary commanders enjoyed a full year of activities that stretched across all the 33d FW's squadrons. Operations Group Day gave the commanders a ride in the F-15 simulator. Maintenance Group Day saw them tour the maintenance backshops, try on mobility gear and help crew chiefs launch F-15s at night. Survival Day had the commanders learn water survival skills that are taught to pilots. Field Day gave the commanders the opportunity to shoot various military weapons, taste meals-ready-to-eat and participate in a mock convoy. The commanders toured Eglin Air Force Base and took a field trip to Robins Air Force Base, Ga., to visit the F-15 maintenance depot. The year culminated with each honorary commander getting an F-15 orientation flight.

"My year as an honorary squadron commander was unforgettable. It was educational, inspirational and just plain fun," said Jan Pooley, 2005 33d Maintenance Operations Squadron honorary commander said. "One of the most memorable aspects of the year was observing

See HONORARIES page 2

Only two there are



Photo by Jenna McMullin

Col. Ken Wilsbach (left), 33d Operations Group commander, is greeted by Airman 1st Class Daniel Muscutt (right), 60th Aircraft Maintenance Unit assistant crew chief, after surpassing the 3,000-flying-hour mark in the F-15C during an Operation Noble Eagle mission, Feb. 17. Colonel Wilsbach is only the second pilot presently in the wing and the 61st F-15C pilot in the entire Air Force to reach the milestone.

Technical order keeps birds aloft

Story and photo by Staff Sgt. Phillip O. Butterfield

33d Fighter Wing Public Affairs

The 33d Fighter Wing was tasked Feb. 3 with completing a major Time Compliance Technical Order to help prevent future in-flight emergencies. TCTO 1533 came about when an F-15C Eagle belonging to an Air National Guard unit caught on fire due to fuel filters becoming plugged with tank foam.

TCTOs are work orders that have identified deficiencies in Air Force assets that require immediate attention. This TCTO deals with the possible determination of aircraft fuselage tank foam.

"This particular TCTO deals with foam inside the fuel cells that keeps the fuel from sloshing around and the jet doing something funky in-

See TCTO page 3

Fighter pilot lingo demystified



By Lt. Col. Ron "Ernie" Banks

33d Operations Support Squadron Commander

"The beginning of wisdom is calling things by their right names," - Confucius, ancient Chinese philosopher.

On several occasions, I have been approached by my fellow Nomads and asked "What were you just talking about?" or "I didn't understand a thing you were saying." Well, it's no wonder since we fighter pilots tend to use a different language and have an acronym for everything. It's not because we don't want anyone to know what we are talking about, but rather because of the uniqueness of what we do.

This article will explain some of the acronyms and terminology you may hear when two fighter pilots describe a mission they just flew. If we are to get closer to being able to connect the dots of how we "Kill MiGs," then understanding the lingo is one step closer to greater wisdom.

Let me begin by describing some of the missions we fly. Flight training is broken down into building blocks ... once a young pilot comprehends the basics, then he moves on to more complex missions, with a Red Flag

exercise being the toughest and closest to actual combat. Conversely, the most basic sortie is the single-ship sortie in which we refine our instrument flying skills (required when flying through weather) or Advanced Handling Capabilities, which teaches us to max-perform the jet under various flight conditions while looking outside the cockpit. It doesn't do any good for the pilot to be looking inside the cockpit while his adversary is outside, attempting to maneuver to your 6 o'clock position (the area behind you).

Next is Basic Fighter Maneuvers or dogfighting. In these sorties, the pilot tests his skills at maneuvering in relation to a bandit (another aircraft simulating a MiG we are trying to kill). During BFM, each pilot must master flying while starting out offensive (OBFM: starting behind the bandit), or defensive (DBFM: bandit trapped at your 6 o'clock position), or high-aspect (HABFM: both jets fly past each other, fairly neutral).

We fly these missions beginning at different ranges in order to give the Eagle-driver three-dimensional problems to contend with. You may hear us use terms such as "breakturn" (max performance turn designed to defeat either the bandit's missile being shot at us or to create a 3-D problem the bandit cannot handle), "scissors" (a slow speed maneuver where the pilot weaves his jet back and forth across the bandit's flight path creating a scissor-like pattern if viewed from above in an effort to get behind the bandit to kill him); or "jink" (a gun-attack defeating maneuver designed to get out of the way of bullets).

Once the pilot conquers BFM, we introduce the concept of team flying with a wingman and teach them to fight together as a team. The first stage of flying as a formation (a group of two-, four- or six planes, also known as a two, four or six-ship) takes place when we fly against only one bandit who may

be behind us or attacking from any other direction. This type of sortie teaches us to engage quickly and fight together without running into each other. We will set up scenarios where the bandit will be within visual range or beyond visual range. Each scenario again presents different challenges that we have to overcome. During Air Combat Maneuvering you may hear us use such terms as "engaged" (one F-15 is focusing on suppressing the bandit, while is wingman "supports" the attack and ensures they don't hit each other), "BRA" (bearing, range and altitude of the bandit), and "Fox 2" or "Fox 3" (radio call letting everyone know you just shot an AIM-9 heat-seeking missile or AIM-120 radar-guided missile).

In the final area of training, fighter pilots work as a two-ship or four-ship or greater to fight, or outnumber realistic threats in combat-like scenarios to prepare for war. In these scenarios, the pilots will practice defending a target (defensive counterair) or practice getting friendly strikers to their target in bad guy territory (offensive counterair).

Both of these broad categories of missions produce different challenges that must be overcome. As more aircraft are added to either side of the fight, the more difficult or complex the problem becomes. During these missions you may hear terms such as "skate" (a launch-and-leave tactic designed to capitalize on the AIM-120 capabilities); "banzai" (used to tell a flight to continue to the merge); and "miller time" (used to tell all players the strikers have hit their target and it's time to return to base).

Hopefully, this quick look into fighter pilot lingo will help explain some of the terms and acronyms we use. I challenge you to continue learning about our air-to-air mission and ask questions of the pilots when you hear them discussing their mission. Thanks for all your support, and keep Killing MiGs!

HONORARIES from page 1

first hand the dedication and passion with which the members of the wing serve. If the private sector could learn to engender the same focus on mission, especially in young workers, we would have a far better world. I'm proud to be a Nomad!"

2006 Honorary Commanders

33d Operations Group -
Jim Vest
33d Maintenance Group -
Sandra Sims
33d Aircraft Maintenance
Squadron - Shelley Normand

33d Maintenance Operations
Squadron - Jayson Jay-Peterson
33d Maintenance Squadron -
Debbie Bondenstine
33d Operations Support
Squadron - Martha Miller

58th Fighter Squadron -
Mark Spalding
60th Fighter Squadron -
Laura Hussey
728th Air Control
Squadron - Marc Steinman

Please listen to my Demo



Courtesy photo

The 2006 Air Combat Command F-15 West Coast Demonstration Team are scheduled to kick off the air show season at the Naval Air Facility El Centro, Calif., March 12. Other shows up to June include stops in Florida, Texas, Kentucky, Oklahoma, New York, Canada, Wisconsin and Massachusetts.

Front row: Senior Airman Frederick McCarson, crew chief, Master Sgt. Richard Cook, team chief, Capt. Tony Bierenkoven, F-15 pilot, Staff Sgts. Todd Bloom and Jose Trevino, crew chiefs.

Back row: Staff Sgt. Cornelius Ransom, crew chief, Senior Airman Evan McCoy, crew chief, Tech. Sgt. Barry Snokhous, assistant NCOIC, Staff Sgt. Steve Maluchnick, F-15 avionics craftsman and Airman 1st Class Megan Wilson, crew chief.

Web site: <http://f15demo.acc.af.mil/team.htm>

TCTO from page 1

flight,” said Staff Sgt. Bradford C. Gilley, 33d FW TCTO monitor. “We received TCTO 1533 through the regular lines of distribution and immediately read the order checking for applicability. The quality assurance flight then determines which shop will be charged with completing the work order, whether it’s the specialist flight or weapons.”

After the TCTO has been proofed for applicability and authenticity, it’s handed off to the applicable shop that will be accomplishing the work. This specific work order will be headed up by the 33d Maintenance Squadron’s fuel shop.

“After we drain all the fuel from the aircraft and remove the panels that are concealing the fuel cells, we check the foam to make sure that it’s either the black foam, that’s supposed to be down in there, or the yellow foam,” said Tech. Sgt. Marie L. Chilson, 33d MXS aircraft fuel systems technician.

If the yellow foam is present in the fuel cell, then further actions are required to ensure that there’s no potential for contamination in the cell or fuel system.

“We perform a couple of tests to verify the integrity of the foam, such as, ‘the grip and rip.’ This test determines the strength of the foam, if pieces fall come of in our hands then the foam is bad,” Sergeant Chilson said. “We also press down on the foam and measure its springback; if the foam is slow in returning, then it’s indicating that it is probably time to change it out. But, if the foam is good, we annotate our findings in the aircraft forms and close up the fuel cell.”

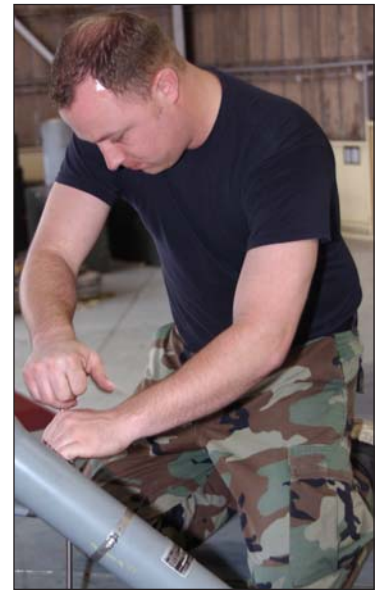
This TCTO is not just an inspection of a jet or two; this work order encompasses a fleet of approximately 60 aircraft. So, the wing’s entire fleet of F-15s will be affected.

“No maintainer looks forward to a new TCTO coming out, espe-

cially one that is applicable to the entire fleet and with such a close suspense date, but fortunately we have been able to turn the jets through this process with minimal hitches,” said 1st Lt. Gregory S. Douglas, 60th Aircraft Maintenance Unit assistant officer-in-charge.

The attention to detail and diligence that the 33d MXS fuel shop shows on a daily basis will ensure F-15s are killing MiGs for years to come.

“Proactive TCTOs such as this are required periodically to ensure the health of the fleet is maintained. The fuel shop is doing an excellent job of getting these aircraft turned back to us,” Lieutenant Douglas said. “The process is almost transparent. Through good coordination between the production superintendents, these inspections were planned into the weekly schedule and the flying schedule has felt very little direct impact.



Senior Airman Randy Rowell, 33d Maintenance Squadron Fuel Systems Journeyman, inspects a piece of fuselage foam for rips and tears before installing it in a jet Feb. 23. The replacement of the foam is part of an Air Force-wide Time Compliance Technical Order.

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Contents of the *NOMAD* are not necessarily the official views of, or endorsed by, the U.S. government, the Department of Defense or the U.S. Air Force.

The editorial content of the *NOMAD* is edited, prepared and provided by the public affairs office of the 33d Fighter Wing, Eglin Air Force Base, Fla.

The *NOMAD* is published every other Friday for 33d FW Airmen. Deadline for submission is the Friday before the intended date of publication. The *NOMAD* staff reserves the right to edit all submissions.

All photographs are U.S. Air Force photographs unless otherwise indicated.



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*728th Air Control
Squadron*

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Airman 1st Class

*33d Maintenance
Squadron*

Colleen Martling

*33d Operations Support
Squadron*

Nathaniel Paine

*728th Air Control
Squadron*

Joshua Brady

Senior Airman

*33d Aircraft Maintenance
Squadron*

Stan Franklin Jr.

Lori Gaston



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Andrew Labadie

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*728th Air Control
Squadron*

Edward Figueroa

Matthew Stieritz

Chief Master Sgt.

33d Fighter Wing

Vincent Hill

*33d Maintenance
Squadron*

Martin Hughes



Major

58th Fighter Squadron

Timothy Lawrence

Lt. Col.

58th Fighter Squadron

Richard Hughes

Congratulations to all!



OTS Selectee

Tech. Sgt. Randell McCart, 372d Training Squadron Detachment-19 F-15 weapons instructor, was selected for Officer Training School as a pilot.

ACC Gate Closure

The Air Combat Command gate will be closed March 7-9 for Team Eglin Phase II exercise. Nomad Way from fuels to the ACC gate will be closed and Perimeter Road from the gate to the 33d Munitions Storage Area will be closed. Personnel displaying a Non-Player, EET, or Observer badge will be granted entry into the play

area. If you require access to the 33d FW area contact Lt. Col. Robert Provost at 3-4003.

Mandatory Training

For those who haven't seen the Environmental Management System Awareness Training video, it will be broadcast on the Commanders Access Channel weekdays at 7 a.m., 1 and 3 p.m., March 17-24. This mandatory 20-minute training video provides an introduction to the Air Force's EMS concept as it has been implemented at Eglin.

All Eglin personnel must watch the video before July 1.

There are two other ways to view the video. One is at <https://em.eglin.af.mil/emc/ems/> and the other is through each Unit Environmental Coordinator who can get a copy.

To receive credit for the training, personnel must register for EM 201 through the Air Ar-

mament Academy (A3) website, College of Installation Sustainment and Management:

<https://afkm.wpafb.af.mil/ASPs/Reg/RegisterSelect.asp?Filter=OO-ED-AA-A2>

For more information, contact Mr. Harry Fortenberry at 2-7684.

Evolution, Creation, Theory or Fact?

The 33d Fighter Wing Ministry Development committee and the 96th Air Base Wing Chaplain Services are sponsoring a fun and learning experience trip for families to the Dinosaur Adventure Land park.

A \$5 deposit is required, but the money will be refunded just before departure at 9:30 a.m. Sign up by March 8 to ensure transportation.

E-mail or call Staff Sgt. Bradford Gilley at 3-4081 for additional information. Visit www.DinosaurAdventureLand.com for information about the park.



Photo by 1st Lt. David Tomiyama

Not camera shy

Left to right: Airman 1st Class Tim Mudge, 728th Air Control Squadron surveillance technician, and Senior Airman Tamara Holliday, 728th ACS data systems/surveillance technician, watch as 2nd Lt. Ken Green, 33d Fighter Wing casual lieutenant, explains to videographer Steve Baker why it's important to vote, Feb. 16. The Okaloosa County Elections Office filmed 33d FW Airmen for the Vote in Honor of a Vet project. The video will be shown in county high schools as part of a voter education and encouragement to vote initiative.

The January MiG Killer - Staff Sgt. Benjamin D. Truex

JOB TITLE: 58th Aircraft Maintenance Unit dedicated crew chief

HOMETOWN: Marion, Ohio

LAST DUTY STATIONS:

Seymour Johnson Air Force Base, N.C., from 1997 to 2001

Elmendorf Air Force Base, Alaska, from 2001 to 2005

HOBBIES / WHAT YOU ENJOY DOING: Auto cross, go cart racing, eating at In-N-Out Burger, playing cornhole

PROUDEST / BEST MOMENT IN AIR FORCE CAREER: Having my troop tell me that he was glad to have me as his supervisor!

Editor's Note: The MiG Killer Award is one way the wing commander recognizes the behind the scenes professionals who get the job done day in and day out and make it possible for the wing to Kill MiGs! They receive a certificate, a wing commander's coin, and a one-day pass. Winners are nominated by their group commanders.



Photo courtesy of 58th Aircraft Maintenance Unit

Run Wing Run!



Photos by Staff Sgt. Phillip Butterfield

Left: Airmen and guidon bearers from the 58th and 60th fighter squadrons and the 33d Operations Support Squadron begin the wing run, Feb. 27.

Right: Staff Sgt. Randell Monique, 33d Fighter Wing visual information craftsman, drinks some water and gives the "thumbs up" after finishing the wing run, Feb. 27.



Robins AFB flightline access goes high-tech

By Tech. Sgt. Beverly Isik
116th Air Control Wing Public Affairs

ROBINS AIR FORCE BASE, Ga. (AFPN) — Security measures have soared to new levels since the global war on terrorism began. The nation and most of the world have everything from expanded intelligence and law enforcement capabilities to bolstered transportation security and airline passenger screening.

While the Department of Homeland Security has increased security at U.S. borders, ports and critical infrastructure, flightline security here will soon be at an all-time high with the installation of a \$9 million integrated base defense security system.

"This cutting-edge technology will let us detect intruders before they get to the boundary of the restricted area," said Tech. Sgt. Yvette Blanton, 116th Air Control Wing advance programs security manager. "That gives security forces more time to respond."

The state-of-the-art security system includes long- and short-range radars, fence sensors, video motion detectors, as well as infrared and other specialized cameras. The restricted area also features a passive and automated active cable barrier system for keeping out unwanted vehicles.

This system's capabilities include intrusion detection; tracking and reporting; unmanned entry control; day and night all-weather alarm assessment and surveillance; integrated command, control and display, said Ricky Wimsatt of the wing's plans and programs office.

"This application, to the best of my knowl-



U.S. Air Force photo

Flightline security at Robins Air Force Base, Ga., will soon be at an all-time high with the installation of a \$9 million integrated base defense security system.

edge, is the first of its kind in any aircraft parking apron — military or civilian," Mr. Wimsatt said.

The system will include one automated unmanned entry control portal for vehicles and three for personnel and will allow remote monitoring from the security forces control center.

"The wing just did a mass reissue of restricted area badges," Sergeant Blanton said. "When the system is implemented, instead of a cop checking you in, you'll get in using your new badge by proxying and using a personal identification number for access."

Once the system is fully operational and certified, the red line that currently identifies the restricted area will extend from fence line to fence line including three hangars — the new fuel cell, isochronal dock and the multipurpose hangar.

While the system increases security and provides early intruder detection, it will also affect

manning, said Tech. Sgt. David Bertrand, 78th Security Forces Squadron noncommissioned officer in charge of physical security. It will reduce the number of security forces Airmen required to man entry control points each day from eight down to two.

One will facilitate entry control by signing in visitors and checking vehicles, said Master Sgt. Keith Wynne, the squadron's NCO in charge of installation security.

"We will still have security response teams inside and outside the area to respond to any alarms or situations," he said. "We will also continue to rely on maintenance troops to let us know if they see something out of place."

The other Airman will monitor the entire restricted area from the comforts of a heated and air conditioned facility.

"When I came in, cops were still walking around the aircraft and were considered the first line of defense," Sergeant Blanton said. "The intruder was already there by the time we would find out. Now we can actually get him before he even gets close to our resources."

Construction and installation is complete, but there's a lot of testing on the horizon.

"Everyone from the contractor and security forces to ACC and AFMC will test it," she said. "We have to work all the little bugs out before it can be certified."

Initial planning for the system began in 2003 and was a combined effort from various 116th ACW and 78th Air Base Wing units, Air Combat Command, AFMC, Electronic Systems Center and contractors. Construction began in 2004.

Air Force announces preferred F-22A locations

WASHINGTON, D.C. (AFPN) — The Air Force's preferred alternatives for the third and fourth operational F-22A beddowns are Holloman Air Force Base, N.M., and Hickam AFB, Hawaii, said Gen. T. Michael Moseley, Air Force chief of staff, March 1.

"Although we must still complete the environmental analyses required under the National Environmental Policy Act before finalizing our decisions, the preferred third and fourth beddown locations for the F-22A are Holloman Air Force Base and Hickam Air

Force Base," General Moseley said.

The proposed plan is for these units to have active and National Guard personnel at both locations. As the Air Force moves forward with this next generation fighter, combining forces to leverage assets gives the service its best possible team to deliver sovereign options for the nation's defense in the global war on terrorism.

The F-22A program of record calls for 183 aircraft with production slated through 2012. Currently the F-22A is based at Langley AFB, Va.



Photo by Master Sgt. Michael Ammons

An F-22A fires an AIM-120 Advanced Medium Range Air-to-Air Missile at an aerial target drone over the Gulf of Mexico during a Combat Archer mission Feb. 14. This missile is one of the first fired from an F-22A.